

# Quarterly Report Executive Summary - 1<sup>st</sup> Quarter CY 2000

## Introduction

The ITS Peer to Peer Program commenced serving highway and transit ITS requests in June, 1996. A total of 382 requests for technical assistance have been served in the 42 months of operation. Calendar year 1999 was the most active year, with 136 requests, of which 35 were received in the quarter ending December 31, 1999.

Data presented in this report reflects services requested during the calendar quarter ending December 31, 1999 and CY 1999 in adjacent tabular and graphic formats.

Assistance is delivered at the convenience of the requesting agency, and may be scheduled weeks or months in advance. Requested services included in this report were not necessarily delivered during the period. Activity levels increased 75% over the comparative 1998 quarter, to 35 requests, and were 59% higher than the 3<sup>rd</sup> quarter of CY 1999.

This is the fourth quarterly report under Modifications 7, 8 and 9 to work order 9603. Three 1999 calendar / fiscal quarter reports and a FY1999 report were delivered to FHWA. Data for prior periods were delivered in other tabular and graphic forms.

## Overall Activity

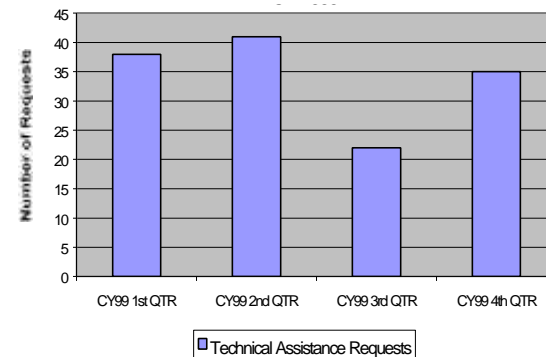
Activity increased:

- 28% from 1998 levels
- 75% from 4<sup>th</sup> quarter 1998
- 59% from 3<sup>rd</sup> quarter 1999

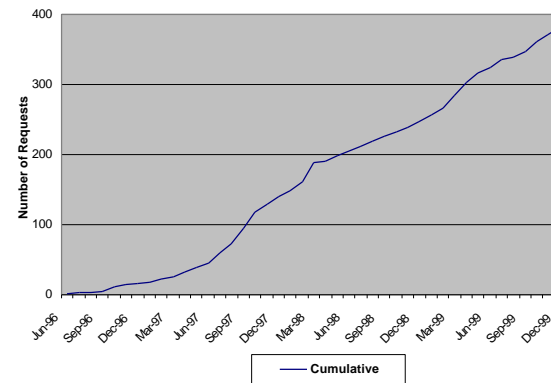
Activity levels may have increased for several reasons, including:

- Program reputation for rapid, high quality services
- Renewed internal USDOT marketing
- Release of a revised program flyer during the quarter
- Resource Center staff in place
- Outreach and solidified communications with Resource Center staff

A total of 382 requests have been received since program inception. Activity reflects ongoing needs for technical assistance by state and



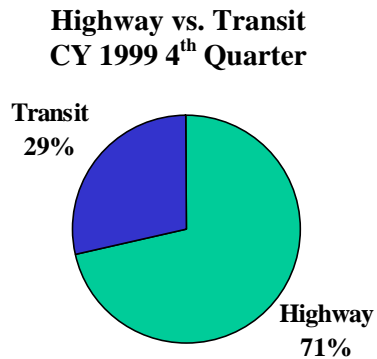
local transportation agencies, and the availability of resources to meet demand.



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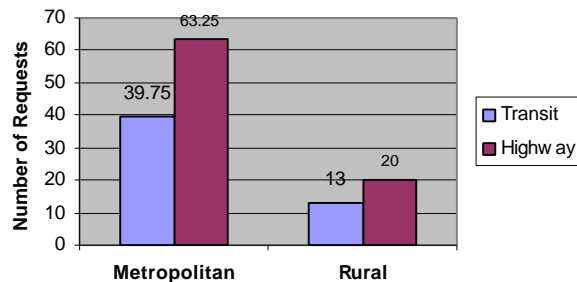
## Modal Summary

The ITS Peer to Peer Program serves both the Federal Highway and Federal Transit Administrations. Activity is tracked by mode, with allocations for multi-mode activities. During the 4<sup>th</sup> quarter of CY 1999, highway and transit-oriented requests constituted 71 and 29 percent of Program activity, respectively.



## Metropolitan and Rural ITS Components

Modal activity is categorized into either the metropolitan or rural ITS elements established by USDOT. For the quarter, 94% of all activities were metropolitan in nature; 6 % were rural. The modal delineation is that 92% of highway and all transit requests were metropolitan in nature. This represents a decrease from prior rural activity levels.



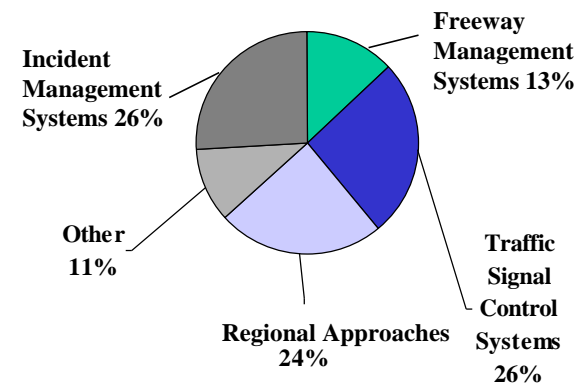
## Activity Classified by ITS Elements

Activity for each mode and Metropolitan / Rural Component is further categorized by ITS element.

### Highway – Metropolitan

Twenty-three requests for assistance in these areas were received in the quarter. Assistance was predominantly provided in Incident Management Systems and Regional Approaches (multiple categories). This is consistent with past activities. It reflects continued interest on the need for and the relative implementation ease of some IMS applications, and interest in coordinated, multi-pronged ITS approaches on a regional scale.

### Type of Assistance – Metropolitan Highway CY 1999 4<sup>th</sup> Quarter

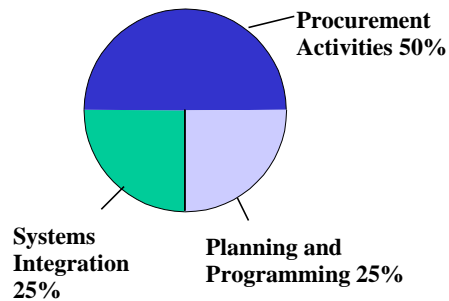


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### Highway – Rural

Activities in this area were a mix in three categories:

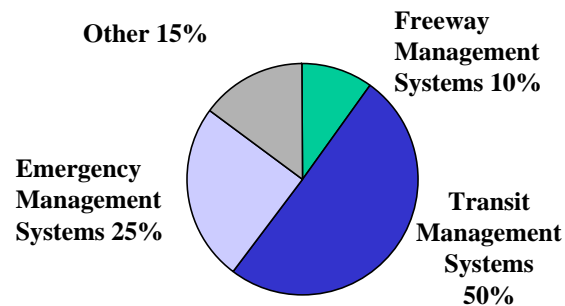
**Rural Technical Program Areas - Highway  
CY 1999 4<sup>th</sup> Quarter**



### Transit - Metropolitan

The 10 transit requests in Metropolitan ITS elements were primarily in Transit Management Systems (50%) and Emergency Management Systems (25%). This represents a divergence from prior activities, which were predominantly Regional Approaches.

**Type of Assistance – Metropolitan Transit  
CY 1999 4<sup>th</sup> Quarter**



### Transit – Rural

There were no rural transit activities in this quarter.

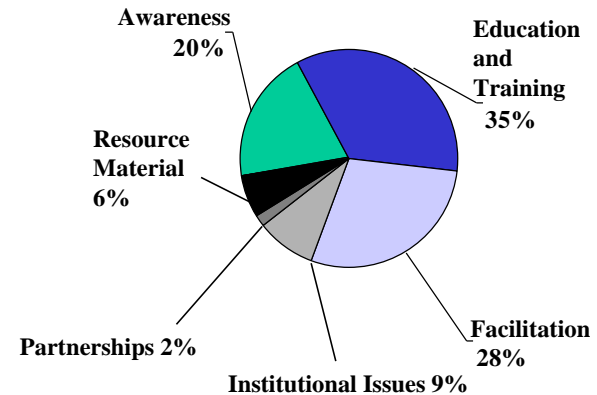
### Technical Program Areas

Technical program areas represent activities within each of the metropolitan and rural elements. Peer to Peer Program activities are recorded in the technical area, while the companion programmatic coding reflects the nature of the issues addressed.

### Highway – Metropolitan

Technical activities during the quarter continued the 1999 trend for Planning and Programming representing the majority of assistance requests. Procurement Activities and Architecture maintained their historical shares of activities.

**Metropolitan Programmatic Areas - Highway  
CY 1999 4<sup>th</sup> Quarter**

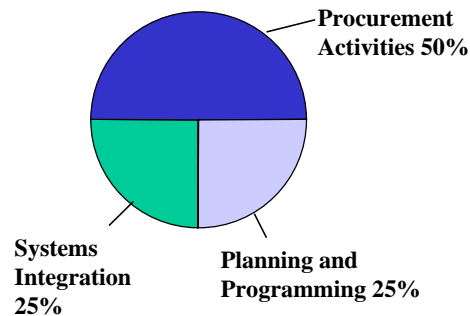


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### Highway – Rural

A limited number of requests were received during the quarter. Activities were Procurement, Integration and Planning/Programming.

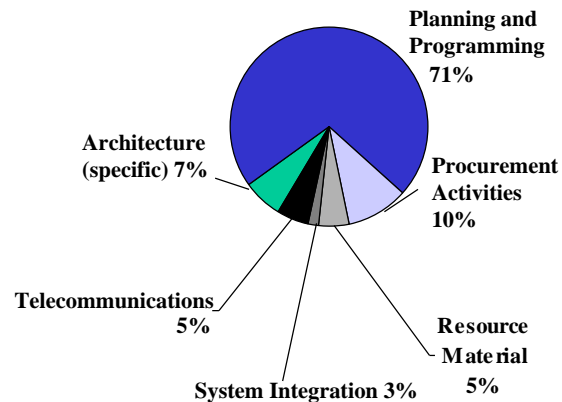
**Rural Programmatic Areas - Highway  
CY 1999 4<sup>th</sup> Quarter**



### Transit – Metropolitan

Activity in this area continued to be predominantly in the planning and programming classification.

**Metropolitan Technical Program Areas – Transit  
CY 1999 4<sup>th</sup> Quarter**



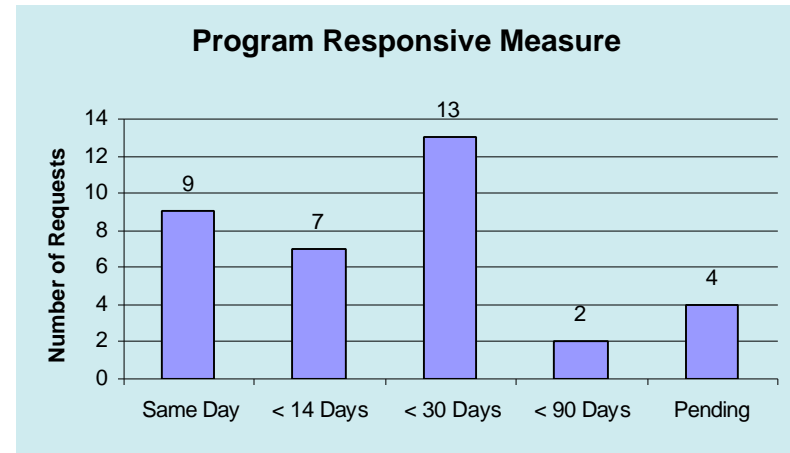
### Transit – Rural

There were no rural transit requests received during the quarter.

### Program Responsiveness

The ITS Peer to Peer Program remains very responsive to customer needs:

- 46% of services delivered were within 14 days of the assistance request
- 83% within 1 month of the request.



Program responsiveness is measured as the number of calendar days elapsed between the Program's initial receipt of a request for assistance and delivery of the technical assistance. Pending requests include those that are scheduled for delivery in the future, or for which no delivery date has been determined in conjunction with the party receiving assistance.

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### Summary of 4<sup>th</sup> Quarter Calendar Year 1999

- Activity increased significantly in this quarter
- Requests were strongly concentrated in metropolitan activities. This represents a change from prior trends toward increased rural activities.
- Highway-related activity increased in absolute and relative proportions of the assistance requested.
- The 1999 request activity represents continued interest and technical assistance needs. Activity levels remain significant and have increased, with assistance being delivered at the rate of over 11 per month.
- Incident management systems and regional/statewide issues remain ITS elements with much activity, while interest in traffic signal control systems doubled from historical levels.

- Programmatic efforts to meet ITS technical challenges remain distributed across the spectrum, with training and institutional issues remaining strong activity areas.

Requests were received from through all 4 FHWA Service Centers and 6 of 10 FTA Regions. Assistance was delivered to representatives of at least 14 states, representing state DOTs, tollway and bridge agencies, transit authorities, metropolitan planning organizations, and other local and regional bodies.

The ITS Peer to Peer Program continues to meet FHWA and FTA objectives of delivering technical assistance to plan, design, procure, implement and operate ITS systems and components. Significant demand exists for technical expertise to assist state and local entities accomplish their ITS goals.